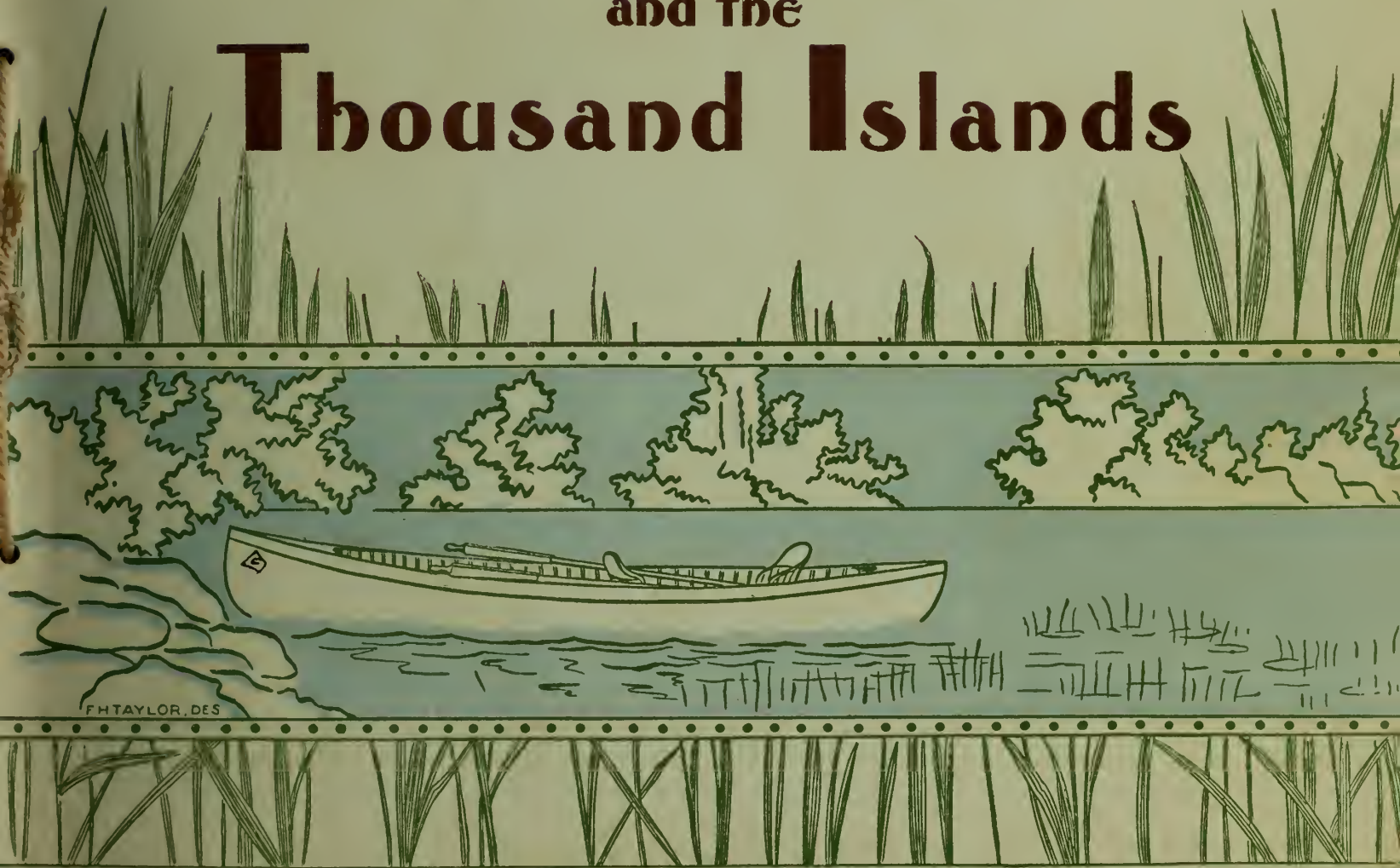


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STAY

KINGSTON


and the

Thousand Islands



F.H. TAYLOR, DES.

Souvenir OF THE Thousand Islands and River St. Lawrence

OMPRISING a short history of the survey and division of the Islands between Canada and the United States; the transfer of the Islands from the Government to individual owners; their popularity as a national resort; the protection and propagation of game fish, fishing, hunting, etc.

Over One Hundred beautiful illustrations of Island, Cottage, Hotel and Steamboat Scenery.

Published by



THE JAMES BAYNE
COMPANY,

GRAND RAPIDS
MICHIGAN.



Publishers of Souvenirs of

NIAGARA FALLS,
QUÉBEC,
THE SAGUENAY RIVER,
LAKE ST. JOHNS,
THE ADIRONDACKS,
AND A COMPLETE PANORAMA
FROM NIAGARA TO THE SEA.



NOT many years ago the Thousand Islands, like the Adirondacks, were not considered of much value, except as a great hunting and fishing ground. In those days it did not require a trained expert with one of Skinner's finest made gold or silver spoons attached to an oiled silk line not much larger than a horse hair, a scientifically made bamboo rod with gold and silver mountings, automatic reel with click, drag and clutch, experienced oarsman with cedar or mahogany boat beautifully finished in natural wood, fitted with upholstered chairs, fish box fitted to the bottom of the boat like the garboard to the keel, all to insure a good catch of fish; or a high-priced, laminated steel, hammerless, breach-loading gun, with the latest improved paper shells, loaded with smokeless powder and chilled shot, to insure you all the wild ducks you could take care of. Any youth with a lumberman's chalk line, the bowl of his mother's spoon with a rough hook soldered to the small end, the line with a crude swivel attached to the other end, an old punt made of three rough boards, one for the bottom and one for each side, the seams filled with pitch, two short rough boards nailed across the top for seats, home made oars hewn out with an axe and finished with a draw shave, a wooden pin nailed to the side of the crude boat for oar-locks, could go out and in a few hours catch more fish than he could carry home; or if it was ducks he was after, he could take the same boat, an old discarded army musket loaded from the muzzle with powder, shot and an old newspaper, or perhaps dry leaves for wadding, rammed down with a ram-rod, quietly land upon one side of a small island, stealthily crawl to the other side and be almost positive of a good shot. Repeat the operation at some other island until you had all the ducks you cared to carry home. The writer is talking from actual experience for he has been there.

In 1822 a boundary line and division of the islands was agreed upon between the United States and the Canadian authorities. The line runs in a zigzag course, carefully avoiding

crossing any of the islands so there is not an island owned in common by both Canada and the United States. The intention of the Commission was to make as equitable a division as possible. In 1823 the United States sold her entire group from the head of Grindstone Island to Morristown to Elisha Camp for a small consideration. Mr. Camp subsequently divided them up and sold them again either in groups or singly. Some of them were not considered worth the taxes and allowed to go back into the hands of the government to be sold again. Thus they continued to change ownership down to about 1845, when Mr. Azariah Walton became the owner of the most of them. About this time the attention of a few sportsmen and lovers of the beautiful in nature was attracted to the islands. In 1846 the Rev. Geo. Bethune commenced spending his summers at the islands and much credit is due him for bringing their rare beauties and pleasures to the attention of the public.

In 1853, Andrew Cornwall became associated in business with Mr. Walton and became part owner of the islands. They conceived the idea of making the islands a great summer resort and began selling them at a nominal price, stipulating that a cottage of some kind should be built within three years. Mr. Seth Green of "Fish Culture" fame and Geo. M. Pullman, the Palace Car magnate were among the first purchasers to erect cottages. The demand for islands was limited and the advance in price was very slow until 1872 when Mr. Pullman invited Generals Grant and Sherman, their families, and a few friends to spend a week among the islands and be his guests. The invitation was accepted and in July of the same year a small pleasure craft (a rare sight at that time and place) was seen steaming down the river. It landed at the Pullman cottage where elaborate preparations were made to receive the honored guests. The walk to the cottage was covered with carpet, the island and cottage gaily decorated with bunting, happiness and gaiety seemed to prevail. They were landed under great demonstrations of enthusiasm and loyalty. The crowd of newspaper cor-

respondents that followed heralded abroad every movement of the Presidential party, every trip among the islands, every fish they caught and every place they stopped for lunch. The news was eagerly sought and read. Soon the river was dotted with boats both large and small of every form and variety. The islands and main shore swarmed with all classes of people from every part of the country; public receptions were given by both Grant and Sherman, and from that time there was a great demand for islands. The price went up until now you could not buy for \$10,000.00 what was sold at that time for \$100.00. The old cottage where Grant was entertained has disappeared and in its place appears upon a more conspicuous part of the island the palatial "Castle Rest."

In 1873 two large Hotels were built at Alexandria Bay, the new Crossmon House and the Thousand Island House. This created a rivalry between the two proprietors; they vied with each other in securing guests, both advertising extensively. This added to the boom started in 1872, caused tourists and pleasure seekers to flock in by the tens of thousands. The demand for islands increased, until at present there are but very few desirable ones to be had on the American side. The river from above Clayton to Morristown is dotted with cottages, many of them costing several hundred thousand dollars and some of them bordering upon the millions. (It is folly to attempt a description of this beautiful spot; it must be seen to be appreciated.) Up to this time the Canadian Government had refused to sell their islands for private tenure, preferring to preserve them in their natural beauty until seeing the advantage accruing to the Americans by their improvement, they placed a large number of their "Emerald Gems" upon the market, wisely reserving some of the most suitable ones for a public park. The Americans not wishing to be outdone in this matter by their Canadian cousins, immediately appointed a commission to select and purchase the most desirable points for the same purpose. The result is, we now have an International Park extending from Cape Vincent to Ogdens-

burg on the American side and from Kingston to Prescott on the Canadian side, with substantial docks in convenient proximity to each other, with tables, seats and other conveniences, where picnic and fishing parties can land their boats, prepare and serve their meals without fear of being ordered off by private owners. Each of these points have large signs erected reading "State Land" so that a stranger cannot make a mistake.

Previous to this time there was no limit to the number or size of bass a fisherman was allowed to catch in one day. There was no restriction on net fishing or spearing; the supply of fish was considered inexhaustible. As methods of destroying the fish increased it was feared the waters might be depleted. The Anglers Association was formed for the purpose of protecting and propagating game fish. It was composed of some of the most influential men in the State of New York. The legislature was asked to enforce old disregarded laws and enact new ones for the regulation and restriction of net fishing. Immediately sprang up a feud between this association and the net fishermen, who had long followed net fishing as a vocation, drawing their destructive nets unrestricted over every sandy beach and spawning bed from the Niagara River to the Rapids of the St. Lawrence and reaping a rich harvest from the myriads of fish they were annually destroying. The fight was carried to Albany where there was a great deal of political wire pulling on both sides. The Anglers prevailed and immediately sent out their spies and agents. Nets and seines were taken out of the water, dried and burned in public places. Canada took up the fight and carried it to Ottawa. An international agreement was entered into for the regulation of net fishing. The whole Island system was set apart as a great International Park and fishing preserve. The State has established great fish hatcheries where millions of bass and muskallonge fry are hatched and annually deposited in favorable places in the the river, which will at no distant day afford unbounded pleasure to the disciples of "Isaac Walton."

The islands vary in size from a point of rock projecting above the surface of the water, making a resting place only for the sea gulls and wild ducks, to extensive farming districts crowned with rich harvest, lofty trees, luxuriant foliage or decorated with neat cottages varying in color and architectural design, kept bright and attractive by a new coat of paint each year. The number varies according to the height of the water, some of them being so low and flat that in high water they are completely submerged, others towering in many places almost perpendicular for hundreds of feet above the highest water mark. The writer has been informed by one of the Government Surveyors that at no time is the number of islands less than three thousand. One peculiarity of the St. Lawrence river, heavy rains never effect the height of water or swiftness of the current. The extreme variation in height of water does not exceed two or three feet.



THE CITY OF KINGSTON.

A quaint old city of about 20,000 inhabitants, built almost entirely of solid lime stone. The strongest fortified city west of Quebec. Noted for its educational advantages. Its Military College makes it the 'West Point' of Canada. The Queen's University, Royal Medical College, School of Art and Science, School of Mining, Kingston Business College, Kingston Female College, together with two or three convents and several smaller institutions of learning gives it its reputation in that line. It is beautifully situated at the foot of Lake navigation, at the head of the Thousand Islands and River St. Lawrence. It is the western terminus of Rideau River and System of Canals, that connects it with Ottawa, the capital of the Dominion of Canada. Kingston carries on quite an extensive industry in ship building, has an extensive grain trade. The grain is brought in lake vessels from the west, transferred to barges and river boats for conveyance to Montreal, while they in turn transfer their cargoes brought from Montreal to the lake boats for the west. The general appearance of the city is that of solidity. The amount of limestone used in its construction gives it the name of the "Limestone City." Here is located the Provincial Penitentiary and extensive asylums. The above picture is taken from Fort Henry, looking west out upon the great lake on the left, showing some of the Martello Towers, the Military College, the harbor and the city in the distance.



KINGSTON HARBOR AND PART OF THE CITY FROM THE TOP OF ONE OF THE GRAIN ELEVATORS.



COTTAGE OF W. O. WYKOFF, OF SYRACUSE, ON THE HEAD OF CARLTON ISLAND.

There is no place on the River that has excited more curiosity in the minds of the travelers than the old chimneys upon the head of Carlton Island. At one time this was a very important Military Station and has the appearance of having been very strongly fortified, but by whom and when the Fort was built is a matter of dispute and has caused the writing of many volumes, both pro and con, some claiming it was built by the French and others by the English. Be that as it may, the fact remains the Fort stood there and has been all destroyed except the great stone chimneys that still remain to remind you of the ruins of an ancient castle. A few years ago when all travel to the islands came by the way of Cape Vincent, the first thing to attract the attention of the traveller, was the cluster of chimneys in the distance. There are now several cottages located on the point, of which Mr. Wykoff's is the most important.



WHISKEY
OR
SENTINEL
ISLAND.

In the
center of
the inside
channel,
near
Fort Henry.



KINGSTON HARBOR AND KINGSTON IN THE DISTANCE, FROM THE MILITARY COLLEGE.



THE IZARK WALTON HOUSE

Is located on the principal business street of Clayton, N. Y., directly opposite the steamboat landing. The front windows look out upon the River in plain view of all steamers passing up and down the river and between all island points. The Walton House is one of the oldest hotels in Clayton if not the oldest, and has been under the management of the same family for several generations and has acquired an enviable reputation.



THE HUBBARD HOUSE.

The Hubbard House, Clayton, N. Y., is one of the most popular, best conducted and home like hotels on the River. It has had a long and progressive career, has passed through two general conflagrations of the town and each time came out very much enlarged and improved. In connection with the house is a fine farm from which the table is supplied with fresh vegetables, milk, butter and eggs. The hotel has been under the management of the Hubbard family for many years. Mrs E. M. Hubbard, the present proprietress, came to Clayton a mere girl, the wife of J. T. Hubbard. They together built up a reputation that any hotel manager might be proud of. After the death of Mr. Hubbard, Mrs. Hubbard took charge and what she has accomplished can be judged best by the annual increase in the number of guests and the prolonged time for which they engage their rooms,



HUBBARD HOUSE INTERIOR.



A CAMPING PARTY AT PROSPECT PARK, JUST ACROSS THE BAY FROM CLAYTON.



GANANOQUE.

Gananoque is an important manufacturing town of about five thousand inhabitants, situated on the Canadian side of the River St. Lawrence and at the outlet of the Gananoque River which affords an almost unlimited water power. As a summer resort it has many advantages, being located directly opposite Clayton, N. Y., the Thousand Island Terminus of the New York Central Railroad in the midst of the most beautiful part of the Thousand Islands, just below the Admiralty Group and eighteen miles below Kingston on the Grand Trunk Railway. Steamers between Kingston, Brockville, Montreal, Clayton and the Parks call daily. Gananoque has exceptionally good schools for the size of the town, two opera houses, a good bank, several commercial hotels and boarding houses.



CANANOGUE INN.

A first-class summer hotel with all the modern improvements and sanitary advantages. The fishing is unsurpassed and within a stones throw of the Inn. The golf grounds can be reached by a walk of five minutes.



A BUSINESS STREET IN GANANOQUE.



NEW YORK CENTRAL DEPOT AT CLAYTON.

Clayton is the Thousand Island Terminus of the New York Central Railway and the Metropolis of the Thousand Islands. It is the distributing point for all Island supplies, has two National Banks, three good hotels, several first-class boarding houses, four churches, three telegraph offices, a good fire department, express offices, etc. A new system of sewerage and water works has just been completed, so that the sanitary conditions are unsurpassed. Modern equipped trains are run solid from all parts of the country over the New York Central tracks. Steamers arrive and depart from all Island points at least every half hour. There is no better fishing to be found on the River than at Clayton.



STEAMER ST. LAWRENCE ON HER SEARCHLIGHT EXCURSION AMONG THE ISLANDS.



THE THOUSAND ISLAND AND ST. LAWRENCE RIVER STEAMBOAT CO.'S FLEET OF STEAMERS.



THE NEW FRONTENAC HOTEL AND ANNEX, ROUND ISLAND.

Has no superior on the St. Lawrence River and we doubt if it has at any other resort. Money was not considered in its construction and equipment. The sole object of the proprietors was to make it first-class in every particular and equal to anything of the kind on the continent. How well they have succeeded the guests must be the judges. Our illustration does not do justice to the hotel, still it is the best we could do with the copy obtainable. The proprietors made arrangements with one of the best photographers in the country to do their photographing and promised us a set. When the photographs were finished it was found they were copyrighted and the artist refused us the privilege of reproducing, when it was too late to obtain anything but photographs made out of season, by amateurs, when the place was in very bad condition.



MEETING OF AMERICAN CANOE ASSOCIATION AT HAY ISLAND, NEAR CANANOQUE.



THE MICHIGAN CENTRAL FAST TRAIN FOR THE THOUSAND ISLANDS, STOPPING AT "FALLS VIEW."

This is the favorite route for through passengers from the west who cannot spend a day at the falls, and the only route that gives them a complete view of all parts of this famous resort without loss of time or extra expense. The train first stops at "Falls View", as shown in illustration, then runs slowly down the Canadian banks, crosses the Suspension Bridge from which the passengers get a fine view of the falls at a distance, the high banks of the river, the great rapids and whirlpool. From there the train runs up the American bank to the depot, thence up the river to Buffalo, N. Y., a distance of about 22 miles.



COTTAGE OF C. G. EMERY, OF NEW YORK CITY. LOCATED ON CALUMET ISLAND OPPOSITE CLAYTON.



STEAMER ISLANDER IN LOST CHANNEL, MAKING THE FAMOUS "FIFTY MILE RAMBLE".



STEAMER ST. LAWRENCE.
A very fast and popular boat of the Folger Line.



Photo by Geo. Lamson.

COLUMBIAN HOTEL, THOUSAND ISLAND PARK.



THE NEW ISI AND WANDERER ON HER FAMOUS "FIFTY MILE RAMBLE".
The most enchanting trip among the Islands.



Photo by Geo. Larsson

THE RIFT

Forming the upper passage into the Lake of the Islands and dividing line between Canada and the United States.



Photo by Geo. Lamson.

THOUSAND ISLAND PARK DOCK.

Originally opened for a Methodist camp meeting ground; afterwards changed to a place of moral training. The hotel is strictly temperance. Boats are not allowed to arrive at or depart from the dock on Sunday. It also offers advantages for educational purposes.

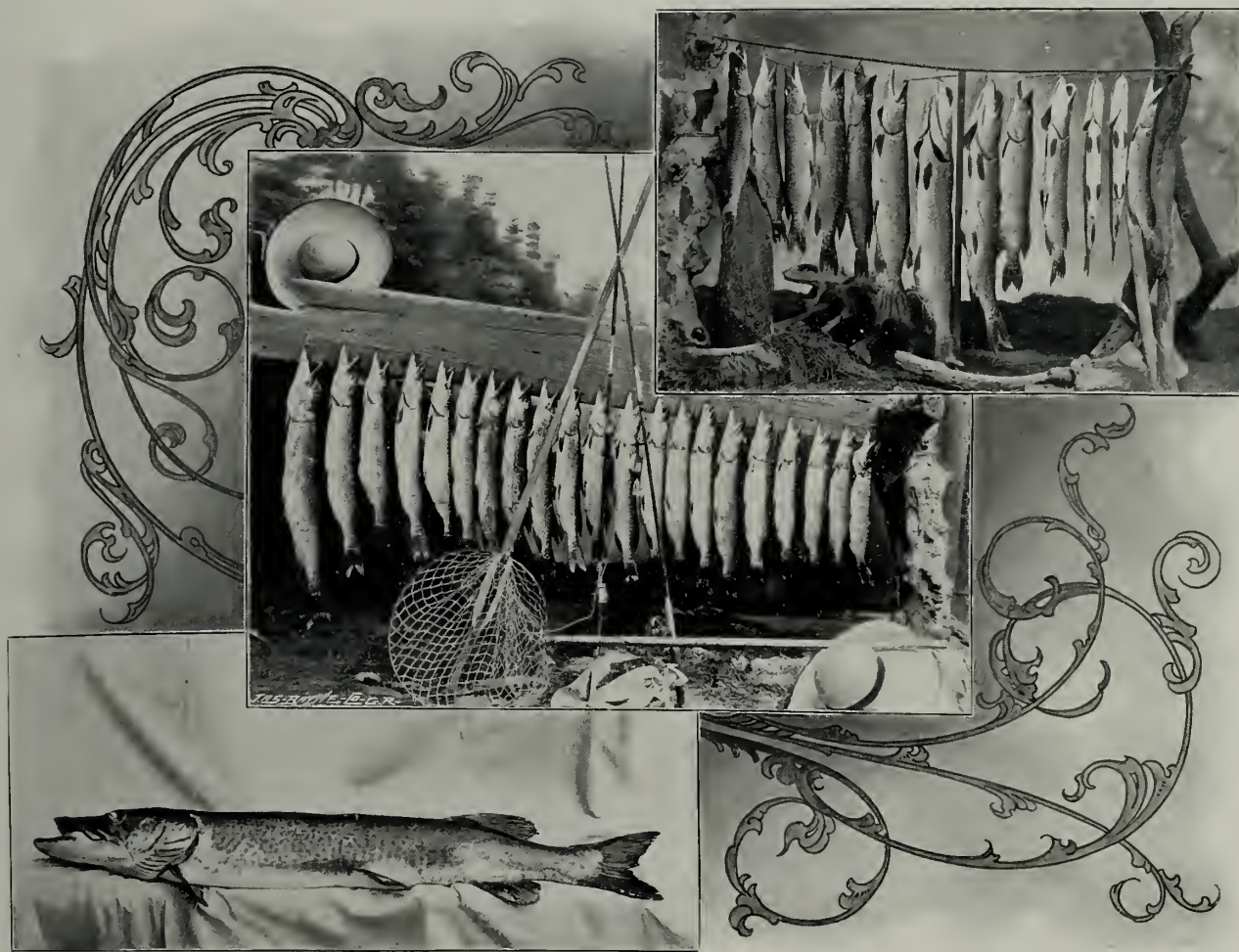


Photo by Lamson

RESULTS OF FISHING PARTIES AT THOUSAND ISLAND PARK.



Photo by Geo. Lamson

VIEW FROM TOWER OF COLUMBIAN HOTEL, LOOKING EAST.



BIG JOHN CANADA, THE INDIAN PILOT WHO FORMERLY CONDUCTED THE AMERICAN STEAMER DOWN THE LACHINE RAPIDS.



BAPTISTE TAIRIAKÉ, THE INDIAN WHO FIRST PILOTED A RICHELIEU STEAMER DOWN THE LACHINE RAPIDS.



ALSTER TOWER, HEART ISLAND, GEO. BOLDT NEW YORK.



HEART ISLAND. BOAT SHELTER OF GEORGE BOLDT NEW YORK CITY.



GATHERING LILLIES.



ANOTHER VIEW IN THE "LOST CHANNEL."

The capacity of this book might be taxed with attractive subjects in this bewildering channel, but we must refrain.



HEART ISLAND.

Cottage and Boat House of Geo. C. Boldt, proprietor of Waldorf-Astoria, New York City.



MARSDEN HOUSE, ALEXANDRIA BAY.



THE RIFT
From another point of view.



HOPEWELL HALL. W. C. BROWNING, NEW YORK.



THOUSAND ISLAND HOUSE, ALEXANDRIA BAY.



STOVE PIPE ISLAND.



SWIFT WATER POINT.



EDGEWOOD PARK.



CROSSMON HOUSE, ALEXANDRIA BAY.



CROSSMON HOUSE BURROS.



THOUSAND ISLAND CLUB HOUSE.



BIRDS'EYEVIEW OF THE CLUB HOUSE, SHOWING ISLANDS IN THE DISTANCE.



ALEXANDRIA BAY.

Alexandria Bay, the Coney Island of the St. Lawrence River, is situated in the midst of the Thousand Islands opposite the finest and most popular group of them all, dotted with expensive cottages built and occupied by some of the wealthiest and most popular people in the country. The grounds, beautifully laid out and decorated with flowers and foliage plants of all colors, in the evening sparkling with electric lights of all shades and hues arranged to represent some name, design, emblem or tad such as a star, a cross, a heart, a harp, an anchor or a full rigged yacht according to the taste or inclination of the owner, the shore sparkling with brilliant white lights reflected back from the water like myriads of jewels in a royal diadem, reminding the beholder of the story of the Arabian Knights and giving him a vivid idea of Fairyland. While sitting upon the hotel veranda with such a display before you and behind you, the gaily illuminated hotel swarming with fashionably dressed and richly jeweled guests passing too and fro exchanging ideas regarding the pleasures of the day and the prospects for tomorrow, discussing the success of their various fishing trips, the physical benefits of the exhilarating atmosphere, together with the melodious strains of a superior orchestra floating out upon the air through the open windows of a brilliantly illuminated and densely crowded ball-room. The silent pleasure yacht gliding through the placid water with their merry passengers serenading each other with harp and song, occasionally burning colored fire or displaying some other form of fireworks, the larger excursion steamers continually arriving and departing breaking the silence of the night by the blasts of their shrill whistles in saluting each other as they pass and re-pass each other, then comes the Steamer St. Lawrence on her return from the Search Light Excursion with her powerful focusing electric light shedding its rays over the tops of the island foliage lighting up the eastern horizon, then streaming over the north and west like the Aurora-Borealis of the Arctic region or concentrating upon some island camping party, a belated yacht on its way home from a day's fishing with its upholstered and piano finished fishing skiffs in tow, the electric rays sparkling upon the silver trimmings like the sun's beams upon a well-finished mirror, a cruising party returning from an evening call upon some friendly cottager, or exposing some "spoony" lovers swinging in their hammock, then, flashing its rays more intense than the noon day sun through the window of some cottage causing the occupants to interpose their fans, a book or newspaper to protect their eyes from the blinding lustre, again flashing heavenward and catching some bewildered sea fowl in its flight and causing it to reel like a drunken man. These with many other attractions makes Alexandria Bay of all resorts the most desirable.



BONNIE CASTLE.

Summer Residence of J. G. Holland, the great author.



THE SENTINEL, LOWER ENTRANCE TO LAKE OF THE ISLANDS.



A VIEW FROM SMOKE ISLAND IN CANADIAN CHANNEL, ON THE 50-MILE TRIP OF NEW ISLAND WANDERER.
By looking in different directions forty-one islands can be counted from this point.



COTTAGE OF J. W. JACKSON. PLAINFIELD, N. J.



STEAMER TORONTO, RICHELIEU LINE.

The latest addition and best boat of the whole fleet. In fact she has no equal for speed, comfort, elegance or equipment on the St. Lawrence or Lake Ontario. She is too large to run the Rapids; the passengers are transferred to smaller boats before the Rapids are reached.



LILY BAY,



ENTRANCE TO LILY BAY.



INTERIOR VIEW IN HOPEWELL COTTAGE.



DINING ROOM OF GEO. BOLDT'S COTTAGE.



FIDDLER'S ELBOW, CANADIAN CHANNEL.



VILLAGE OF THURSO ON GRINDSTONE ISLAND, 3 MILES FROM CANANOQUE.



A GROUP OF ISLANDS NEAR GANANOQUE.



IN THE GANANOQUE GROUP, NEAR BLUE CRANE ISLAND.



MR. ADAMS' ISLAND IN WINTER, GANANOQUE BAY.



ENTRANCE TO LANDON'S BAY.

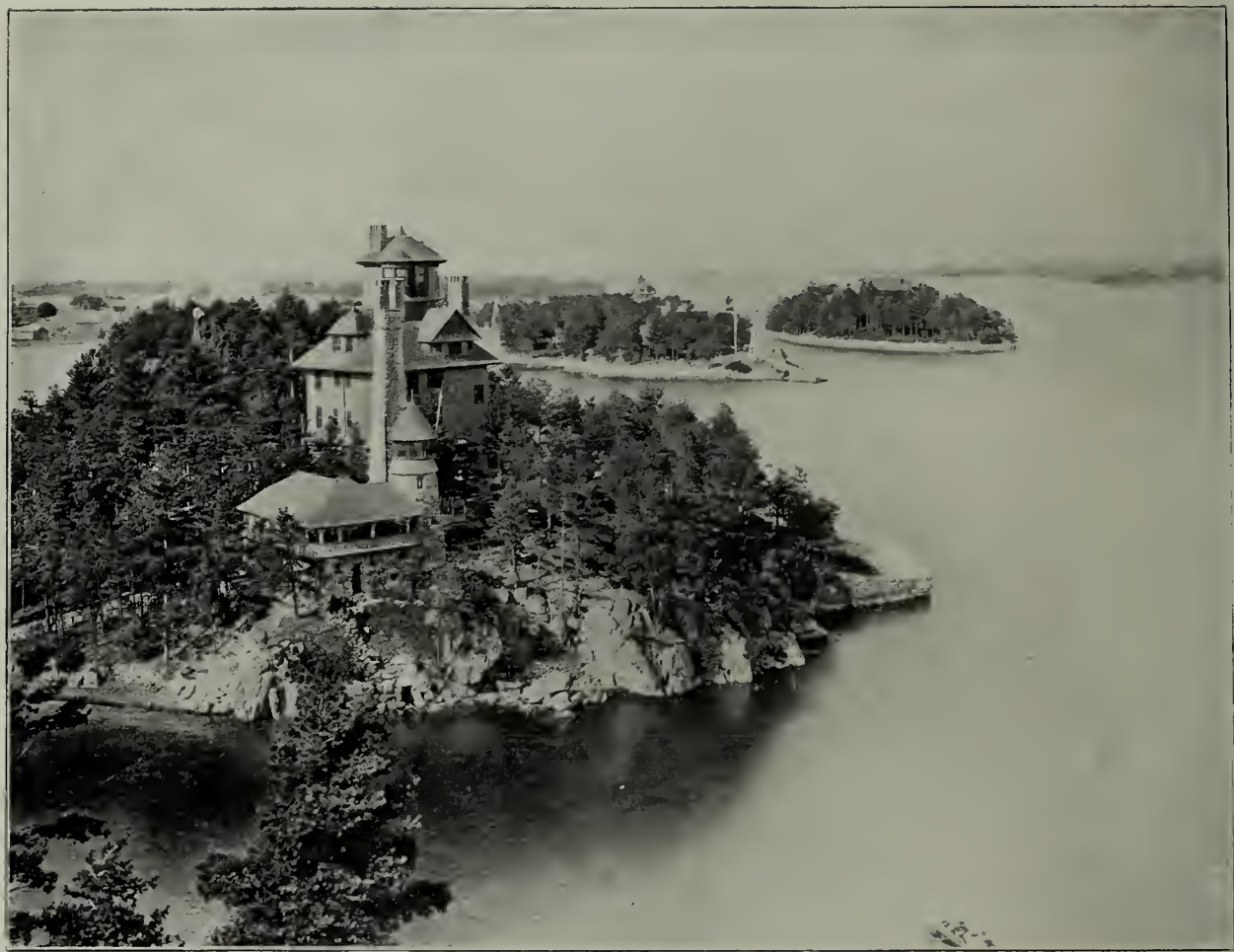
A narrow passage extending one and one-half miles inland with high projecting walls of rock is some places several hundred feet high.



LOOKING TOWARDS CLAYTON FROM TOWER OF FULLMAN HOTEL, GRENELL ISLAND.



NOBBY, FULLMANS AND BROWNING'S FROM FRIENDLY ISLAND.



VIEW FROM TOWER OF BROWNING'S COTTAGE.



A CAMPING PARTY NEAR ALEXANDRIA BAY.



A VIEW IN LOST CHANNEL.



STEAMER CAPTAIN VISGER ON HER FAMOUS TRIP AMONG THE ISLANDS.



HOPEWELL HALL, W. C. BROWNING. NEW YORK,

CASTLE REST. GEO. M. PULLMAN,



A PICNIC DINNER.

ORIENTAL ISLAND.

SWIFT WATER POINT.



"ST. ELMO." N. W. HUNT. BROOKLYN, N. Y.



LANDING A BLACK BASS.



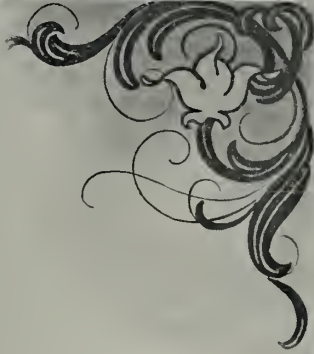
"SHADY LEDGE" BOAT HOUSE AND STUDIO. F. H. TAYLOR, ROUND ISLAND.



FINLEY'S BAY,



LOOKING EAST FROM SMOKE ISLAND.



FAIR POINT.



BROCKVILLE.

Brockville, a flourishing little town of about nine thousand inhabitants located on the Canadian side of the River at the lower end of the Island group, named in honor of General Brock, the hero of Queenston Heights. It is on the main line of the Grand Trunk Railway and a branch of the Canadian Pacific running to Ottawa. Brockville takes quite an interest in aquatic sports, has one of the best Boat Clubs and Club Houses on the River, carries on quite an industry in small boat building and at one time had the reputation of building the fastest small sailing boat in Canada. The sailing skiff "Choctaw" built by Sauvie Brothers of Brockville, owned and sailed by Frank P. Jones of Gananoque, won several important races, and in 1890 won the championship of Canada and the United States. They also built a canoe for Mr. Jones that proved very fast and held the championship in the American Canoe Association for two or more years. Brockville also possesses a first-class photographer, Mr. Murray and son, to whom we are indebted for some of the best photographs used in this book.



THE CANADIAN PACIFIC RAILWAY BRIDGE.

A magnificent iron structure built on the cantilever principle and very much resembling the international bridge at Niagara Falls. When the old Victoria Bridge was built across the river at Montreal about forty years ago it was considered the greatest engineering feat of the age and one of the wonders of the World. Now the river is spanned by four iron bridges, viz, at Cornwall, Valleyfield, Lachine and Montreal.



A CANOE GOING UP THE LACHINE RAPIDS FOR THE PURPOSE OF PHOTOGRAPHING A STEAMER ON HER WAY DOWN.

This is a very laborious and hazardous undertaking and only accomplished by superior strength and skill. It is with great reluctance the photographer starts out upon this mission, he knows that it means a long day of hard labor and when he gets to his destination he has only a rock large enough to set his camera tripod on upon which to stand and wait the coming of the steamer and when she does come there is no time to loose, she is going at railroad speed. There is no time for a second exposure; if the first is a failure the whole operation must be repeated the next day or some future time.



STEAMER SPARTAN IN THE LACHINE RAPIDS.

Soon after passing under the Canada Pacific Railroad Bridge the announcement is made that the steamer is about to enter the Lachine Rapids. The announcement seems to strike every passenger with awe and with abated breath. They rush for the bow deck to witness the passing of the most exciting, most celebrated and difficult of all the Rapids to navigate. They are not kept long in suspense. The swift water together with the engine soon carry the boat beyond every appearance of danger, through the narrow passage between the shelving rocks partly covered by the mighty torrent of water pouring over their partly hidden sides and assisting in keeping the palatial steamer in the center and out of danger. A moment more and we are tranquilly passing under the great Victoria Bridge and rounding up into the historic city of Montreal.



THE OLD VICTORIA BRIDGE.

The Old Victoria Bridge across the River at Montreal that created so much curiosity and admiration when it was built forty years ago.



THE NEW VICTORIA BRIDGE.

Built in 1897 and named "The Jubilee Bridge", in honor of the jubilee held in that year throughout Canada and the British Empire in commemoration of the sixtieth year of the reign of her majesty, Queen Victoria.



HOTEL VICTORIA AND TURKO-RUSSIAN BATHS, QUEBEC.



WINDSOR HOTEL, MONTREAL.

Montreal is noted for its fine hotels and expensive churches. There is not a city of the same population in North America that has as fine churches or anything like the amount of money invested in places of worship. It is also noted as a resort for wealthy tourists, which creates a demand for the best hotel accommodations. The Windsor was recently built in the modern part of the city, at the head of Windsor Street, opposite Dominion Square and at the foot of Mount Royal. There is no better or more convenient location in the city. The streets are broad and clean. The surrounding buildings are of modern architecture, substantial and imposing. Dominion Square, with a monument to Sir John A. McDonald, Premier of Canada, in the center, lies directly in front, laid out in beautiful beds of flowers, tropical plants, gravel walks and easy lounging seats, which make the place very attractive for guests of the Hotel.



DINING ROOM AND GRAND PROMENADE OF WINDSOR HOTEL.



PLACE VIGER.

Place Viger Hotel, opposite Place Viger Square, Montreal, erected by the Canadian Pacific Railroad, in connection with their eastern depot, where all passengers over that road arrive from and depart for Quebec and the east. The hotel is conveniently located to all steamboat landings, railroads, depots, street cars and the business part of the city; can accommodate 350 guests; rates from \$3.00 to \$5.00 per day. The reputation of the Canadian Pacific Railroad hotels from Quebec to Vancouver is so well known to the traveling public that a further description is unnecessary.



ENTRANCE TO COURT YARD OF CHATEAU FRONTENAC FROM DUFFERIN TERRACE.

The grandest hotel in Canada and in many respects has no equal on the continent. It was built by the Canadian Pacific Railroad at a cost of over one million dollars, and is operated by them. It is located upon Dufferin Terrace, just below the Citadel, and commands a view both up and down the river as far as the eye can reach and across the river to Levis. No grander site for a hotel could be found on the continent. The beauty of the scenery cannot be described. It is a spot of great historic note, having been the site of the residence of many of the governors of Canada. A whole volume could be written describing the beauties, comfort and advantages of this princely chateau. We have only space to give it passing notice. The interior arrangements, the furnishings, the cuisine and menu compare favorably with the location and exterior.



CHATEAU FRONTENAC FROM DUFFERIN TERRACE.



CHATEAU FRONTENAC.

From Below the Terrace, Showing the Incline Elevator from Steamboat Landing to Hotel.

